

FD 230

INFORMATION REPORT

CD NO.

COUNTRY **Korea**

DATE DISTR. **11 JUL 50**

SUBJECT **New Railroad Construction Planned for 1950**

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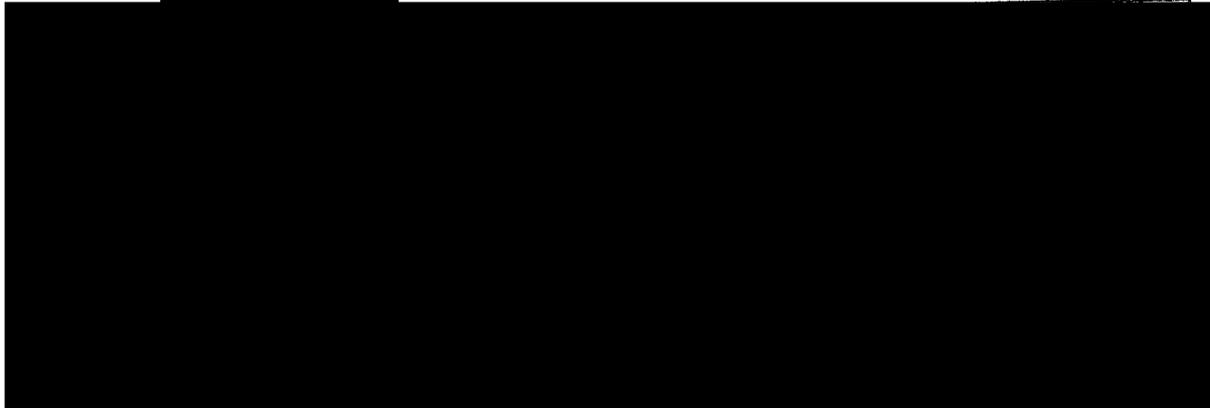
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NO. OF ENCLS. (LISTED BELOW)

DATE OF INFO.

SUPPLEMENT TO REPORT NO.

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1. New railroad construction scheduled to be undertaken in North Korea during 1950 includes the following:
 - a. Hyesanjin (128-10, 41-24) to Pochonbo (128-18, 41-30), South Hamgyong Province, about 28 kilometers, known as the Paektu-san (白头山) (White Mountain) project. This line is intended to develop lumber resources in the White Mountain area.*
 - b. Namchonjom (126-24, 38-20) to Haeju (125-42, 38-02), chiefly for military purposes.
 - c. Kowon (127-14, 39-26) Coal Mine to a point intermediate between Songhae (126-58, 39-26) and Inhung (127-00, 39-26) railroad stations, 30 kilometers, known as the Kowon Standard Gauge Project. This is intended to develop the Kowon mines.

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2. A line from Chorwon (127-12, 38-14) to Namchonjom, a distance of about 80 kilometers, was planned in 1949. It is to pass near Sibyon-ni (126-42, 38-18) and Anhyop (126-54, 38-20). Surveys and drawings were made by the Transportation Department of the North Korean Government and by the Diamond Mountain Electric Railway to equip the line with electricity. This is regarded as an important line, from both the political and military viewpoint, in that it extends existing connections between Chorwon and Changdo-ni (123-08, 39-24). The most difficult part of the work is expected to be the building of a bridge across the upper Imjin (臨津) River. At the end of April 1950, construction materials such as cement, gravel, rails, and ties, were being sent hurriedly to the line, and materials for building barracks for laborers were arriving there. The construction was scheduled to be completed as quickly as possible through the use of conscripted labor.

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3. In 1949 authorities announced that a line was to be built between Chongjin (129-49, 41-46) and Nanam (129-41, 41-42), but no action was taken until March 1950 when a joint team of Soviets and members of the Transportation Department began to inspect the area. Actual construction work began on

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CENTRAL INTELLIGENCE AGENCY

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1 April, from both ends of the line, with a labor force which had been mobilized locally under government order.**

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4. The track planned between Hongui (130-30, 42-25) and the border, towards Vladivostok, a distance of about six kilometers, was to have had its foundation completed by the end of December 1949. There was a controversy over the division of responsibility between North Korea and the USSR; this was finally settled by making North Korea responsible for building the railroad only to the border and the USSR responsible for building the bridge across the Tumen River.***

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5. Construction work was delayed in early spring 1950 by the coldness of the season, but acceleration of the work was planned as soon as the weather permitted. Local residents are to be mobilized to assist in the construction work. Although the work was scheduled to be completed by the end of April, it was apparent in early April that the earliest date at which it could be finished would be the end of June 1950.

25X1A* Comment. For similar development of railroads within lumbering areas, see 25X1A

25X1A ** Comment. For discussion of a projected line from Chongjin to Najin, see 25X1A

25X1A *** Comment. The Hongui-Vladivostok line was previously discussed in 25X1A

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